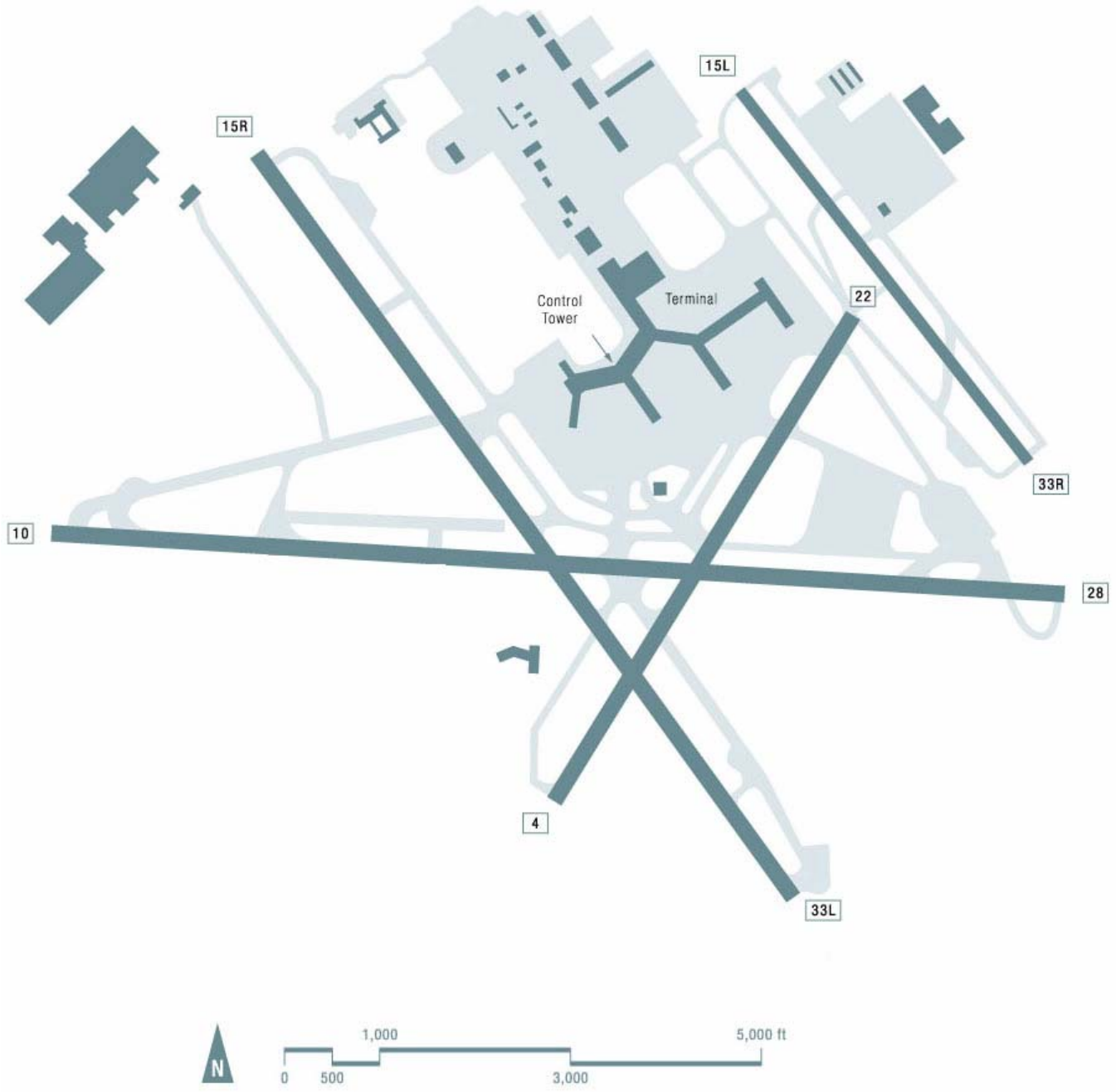
BALTIMORE – Baltimore/Washington International (BWI)



Benchmark Results

- The capacity benchmark for Baltimore-Washington International Airport today is 106-120 flights per hour (arrivals and departures) in Optimum weather.
- The benchmark capacity decreases to 80-93 flights per hour in Marginal conditions and to 60-71 flights per hour in IFR conditions. Throughput may be less when ceiling and visibility are low, or when a less-favorable runway configuration is in use.
- Note that these benchmarks represent balanced operations. Greater throughput may be possible during arrival or departure peaks.
- Planned improvements at BWI include CEFR, which, during Marginal conditions, will allow the use of visual separation by suitably equipped aircraft. However, BWI currently uses visual procedures in Marginal conditions, and therefore the benefit of CEFR will be minimal.
- Although an additional runway at BWI has been mentioned in the past, there are no known plans to construct such a runway at this time. No new runway at BWI was listed in OEP v5.0, and therefore no new runway has been included in this analysis.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

BALTIMORE – Baltimore/Washington International Airport (BWI)

Weather	*Scenario*	*Configuration*	*Procedures*	*Benchmark Rate (per hour)*
Optimum Rate	**Today**	Arrivals on Runways 33L, 33R Departures on 28, 33R *Frequency of Use: Insufficient data; facility reported configuration*	Visual approaches, visual separation	**106-120**
Ceiling and visibility above minima for visual approaches (2500 ft ceiling and 5 mi visibility)	**New Runway**	N/A		**N/A**
Occurrence: 85%	**Planned improvements (2013)**	Same		**106**
Marginal Rate	**Today**	Arrivals on Runways 10, 15L Departures on 15L, 15R *Frequency of Use: Insufficient data; facility reported configuration*	Visual approaches, visual separation	**80-93**
Below visual approach minima but better than instrument conditions	**New Runway**	N/A		**N/A**
Occurrence: 6%	**Planned improvements (2013)**	Same		**93**
IFR Rate	**Today**	Arrivals on Runways 10, 15L Departures on 15L, 15R *Frequency of Use: Insufficient data; facility reported configuration*	Instrument approaches, radar separation	**60-71**
Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles)	**New Runway**	N/A		**N/A**
Occurrence: 9%	**Planned improvements (2013)**	Same		**71**

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

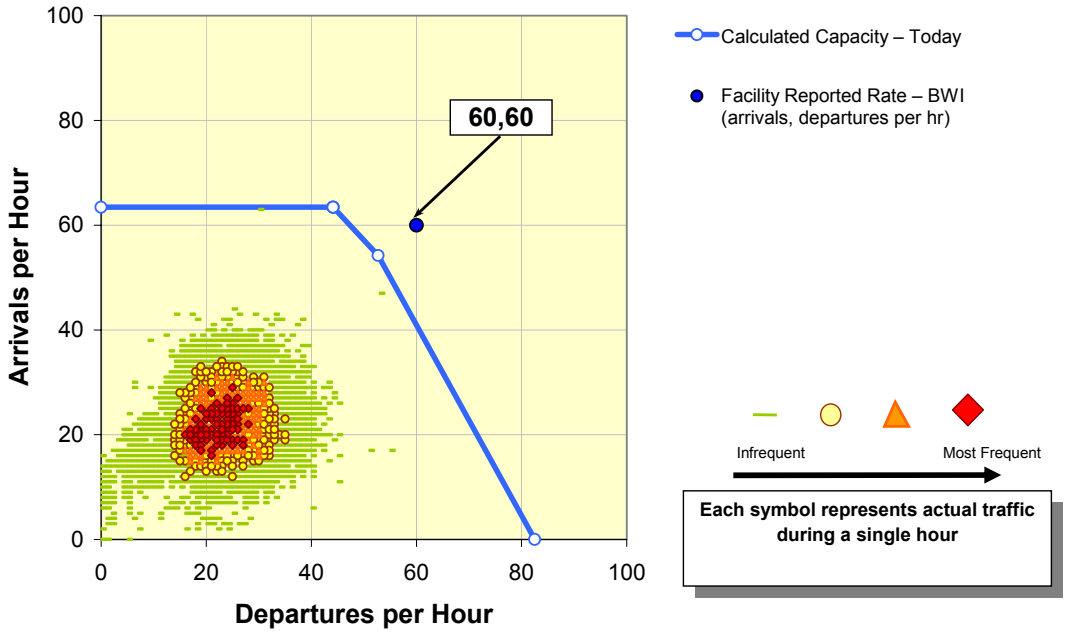
Planned Improvements at BWI include:

- CEFR, for reduced in-trail separations between arrivals in Marginal conditions.

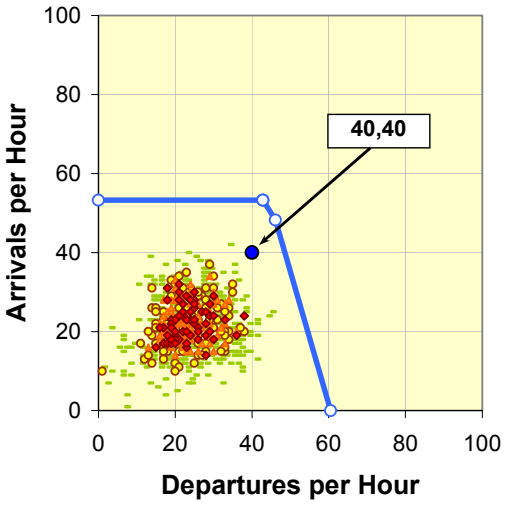
Additional information on this improvement may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

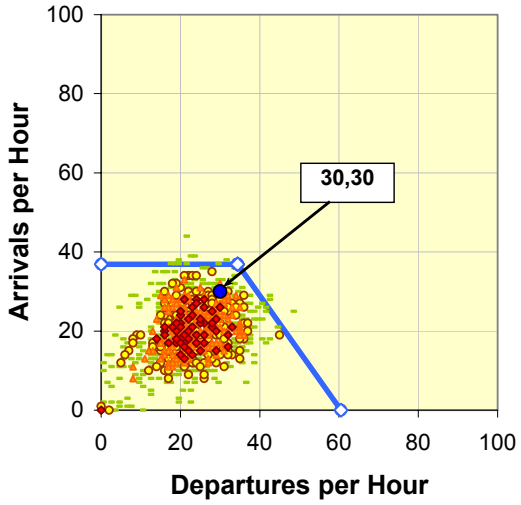
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were provided by ATC personnel at BWI.